

Attendance of the May 18, 2005 GMTF Meeting
(based on sign-in sheet)

Name	Agency
Balmir, Grace	Federal Highway Administration
Baldwin, Hon. Harry	City of San Gabriel
Bone, Hon. Lou	City of Tustin
Bower, Nancy (Joe Riorden for)	California Highway Patrol
Capelle, Joanna (Deadra Knox for)	SCCRA
Cheng, Luke	Citilabs Inc.
Dale, Hon. Lawrence (via videoconference)	City of Barstow
Daniels, Hon. Gene	City of Paramount
Fagan, Paul	Caltrans District 8
Garcia, Ruth	Port of Long Beach
Goodwin, Art	ACTA
Gurule, Hon. Frank	City of Cudahy
Guss, Ron	California Trucking Association
Harrington, Steve	Perrigo/DMA
Henderson, Darren	PBQ&D
Herrera, Hon. Carol	City of Diamond Bar
Izran, Ayelet	PBQ&D
Kumar, Vin	Caltrans – District 7
Marcus, Richard	OCTA
Martinez, Guillermo Jr.	Port of Los Angeles
Neely, Sharon	ACE Construction Authority
O'Donoghue, Liz	Amtrak
Patton, Christopher	City of Los Angeles
Schiermeyer, Carl	RCTC Consultant
Scott, Ted	Yellow Roadway Corporation
Uranga, Hon. Tonia Reyes	City of Long Beach
Warren, Elizabeth	LA Chamber of Commerce
Wilson, A.J.	Pomona Valley Educational Foundation

SCAG Staff

Pfeffer, Nancy
Wong, Philbert
Killough, Keith
Iwai, Dale
Rohmer, Josh
Nam, Annie

**GOODS MOVEMENT TASK FORCE MEETING NOTES
WEDNESDAY, MAY 18, 2005**

1.0 CALL TO ORDER

Vice Chair Gene Daniels, City of Paramount, called the meeting to order. A list of those in attendance is included in the minutes. Self introductions were made.

2.0 PUBLIC COMMENT PERIOD

There were no public comments.

3.0 CONSENT CALENDAR

Approval Items

3.1.1 Approval of the April 20, 2005 minutes

Motion to approve the April 20, 2005 Goods Movement Task Force minutes was seconded and accepted with no objections.

4.0 INFORMATION ITEMS

4.1 Update on Alameda Corridor Transportation Authority Expanded Mission

Mr. Art Goodwin, Director of Planning, ACTA, presented this item.

Since its opening in 2002, the performance of the Alameda Corridor has improved dramatically. Year 3 revenue increased 12.5% to \$65.5 million over Year 2, the number of daily trains increased 9.2% to 44 trains per day, and the total number of daily containers jumped to 5,514, an increase of 26.6% over Year 2. Despite this growth, the Alameda Corridor has remaining capacity for further train traffic.

The Alameda Corridor Transportation Authority is initiating several goods movement strategies to facilitate the flow of freight from the San Pedro Bay Ports through the SCAG region. These strategies are meant to accommodate projected growth in trade volumes despite constraints on the region's goods movement infrastructure.

Since trade growth is increasingly vital to the region's economy and employment, many regional leaders welcome the projected growth in international trade through the Ports. Yet the region's land-side capacity to move these goods is constrained by terminal capacity, labor and trucker availability, environmental issues, and limited rail and freeway infrastructure. It is difficult to do the necessary improvements to infrastructure because of a lack of funding and the potential congestion

due to construction. ACTA's initiatives are designed to solve some of these problems by optimizing use of existing infrastructure to increase the region's goods movement capacity. Three of ACTA's congestion relief initiatives are discussed here: Shuttle Trains, inland container yards, and the SR-47 project.

The Shuttle Train Demonstration Project consists of short haul rail service to Colton, carrying 100 round trip containers per day, 5 days per week. This project is expected to decrease truck drayage, and is scheduled to be implemented in Fall 2005. In the short term, ACTA is willing to cover for shippers the marginal cost of train versus truck transport.

ACTA plans to develop expanded Inland Container Yards that complement existing or planned near-port yards to increase rail's share of container movements. The Inland Empire is the target for future container yards, which will facilitate extended warehousing, night-time delivery, and possible benefits to trucking companies.

The final ACTA initiative highlighted was the SR-47 project. This is a 2.2 mile elevated structure from Terminal Island to Alameda Street, involving replacement of the Heim Bridge, and elevated over 5 grade crossings and 3 traffic light crossings. The \$450 million project is a partnership between ACTA and Caltrans.

4.2 No Net Increase Task Force Update

Mr. Ralph Appy, Director of the Environmental Management Division of the Port of Los Angeles, presented this item. The Port of Los Angeles has focused efforts on Clean Air Programs to minimize diesel emissions and their adverse health impacts. This presentation describes some of the projects, many of which have incorporated the No Net Increase (NNI) measures.

The NNI standards are based on a 2001 baseline, which is significant because it is prior to the opening of Maersk/Sealand and China Shipping Terminals. The Port performs emissions inventories, is conducting a risk assessment study, and participates in a NNI Task Force comprised of numerous regional stakeholders convened in August 2004. A preliminary task force report was sent to Mayor Hahn in March, 2005. The 68 existing Task Force control measures apply to ocean going vessels, harbor craft, cargo handling equipment, rail, and heavy duty vehicles.

Specific programs include: Alternative Maritime Power (AMP), which allows ships to plug into land-based electric power rather than burning diesel while at berth, the Vessel Speed Reduction (VSR), in which ships slow down within 40 miles of shore to reduce emissions; and plans to create a Sulfur Emission Control Area (SECA) that limits fuels to 1.5% sulfur content. In addition, the Port has developed "green" standards for their RFP process - a P&O Nedlloyd proposal was recently selected for a "Green Terminal". Numerous other programs have been developed to reduce emissions from all port-affiliated vehicles.

The expected results of these programs keep emissions near or below the 2001 baseline, although emissions do eventually exceed the baseline in the future due to the expected tripling in port trade. The Port of Los Angeles seeks to couple the NNI and related emission-reduction measures with efforts to increase efficiency and capacity.

4.3 Update on the I-15 Corridor Study

This item was presented by Darren Henderson of Parsons Brinckerhoff. This corridor study focuses on the I-15 in San Bernardino and Riverside Counties. Five different strategies to increase capacity along the 47-mile route were considered, including: no-build, TSM/TDM strategies, HOV lanes, exclusive truck lanes, and reversible managed lanes. For truck lanes, several scenarios were considered: exclusive truck lanes with no tolls, exclusive lanes for conventional trucks with tolls, and exclusive lanes for longer combination vehicles with tolls.

There were seven segments used in the analysis, with the I-15 and I-215 interchange proving to be the critical bottleneck. This report recommends reconfiguring the interchange so that I-15 becomes the mainline with no lane drops, more weave room, and truck bypass lanes.

Parsons Brinckerhoff also surveyed truckers and drivers to determine the likelihood of using toll lanes, and the dollar amount that would be attractive. Forty-six percent of truck drivers would be willing to pay a toll to shave 15 minutes of travel on I-15, with an average toll willing to pay of \$7.92 per trip (although this result may be skewed by a small sample size). Forty-four percent of auto drivers would pay a toll, at an average rate of \$1.70 per trip.

Ultimate recommendation of this study is to continue development of two build strategies: dedicated truck lanes and a hybrid of reversible managed lanes and HOV lanes.

5 STAFF REPORT

Nancy Pfeffer of SCAG gave a Staff Report consisting of the following three items.

1. SCAG is hosting a freight forecasting workshop offered by the Federal Highway Administration on June 21-23. SCAG can offer enrollment free of charge.
2. SCAG is rededicating the Goods Movement Task Force in an effort to clarify the roster of active participants and the scope of activity. This process should be finished by the June Regional Council Meeting, and will result in a complete list of elected officials and other stakeholders who are involved with the Task Force.
3. At the second round table on Goods Movement on May 10, 2005 there was agreement to use the performance measures reviewed by the Task Force to

evaluate the initial \$3.5 billion of projects included in the regional action steps document. Measures focusing on speed and predictability are paramount.

6 COMMENT PERIOD

John Doherty, CEO, ACTA

After thanking Art Goodwin for his presentation on ACTA's initiatives, Mr. Doherty wanted to respond to two issues raised during Goodwin's presentation. First, no incentive will be required for shippers to use the Shuttle Train, as shippers have been eager to participate to the extent more terminal operators have expressed interest than can be accommodated in the demonstration period. Customers such as Mattel are also very interested. In addition, regarding the potential to reduce truck trips as a result of moving to shipping containers larger than 45 feet, Mr. Doherty explained that a reduction in truck trips is likely for local deliveries, but the number of national truck trips from the region is likely to increase.

Responding to a request from Task Force member Carol Herrera, Nancy Pfeffer affirmed that electronic versions of the three Powerpoint presentations given today will be available at the SCAG website.

7 NEXT MEETING

Wednesday, June 15, 2005
9:30am-11am
SCAG Offices
San Bernardino A&B Conference Rooms

8.0 ADJOURNMENT

The meeting was adjourned at 11:00am.